

TICKET SELLERS GET
LACKAWANNA TERMSAnswer to Roads' Demands
Expected This Week From
Marine Workers.BROTHERHOOD ALARMED
Officer of Big Union Sees
Menace in Plan to Split Or-
ganization on Pennsylvania

Representatives of the ticket sellers and choppers of the marine division of the Delaware, Lackawanna and Western Railroad Company held a meeting yesterday to discuss the proposed decrease in their wages of about 20 per cent. The meeting was addressed by John McIlmery, superintendent of the marine division, who gave them the railroad's reason for the reduction. Similar conferences were held last week with the dockmen, firemen and others of the road's marine workers, and other meetings will be held to-day and throughout the coming week. Conferences of marine workers of other roads are also scheduled for this week, and it is likely that by Saturday an announcement will be made of the decision of the marine workers' unions as to whether they will accept the wage cuts.

A comparison of the wages it pays to all classes of employees with those paid to the same employees in 1916 has been completed by the New York and New Haven and Hartford Railroad. The increase, according to the figures compiled by the New Haven officials, run from 7.5 per cent. for general officers to 21.5 per cent. for car inspectors and 20.2 per cent. for engine house men. The figures are from the average of wages paid in 1916 and from the average paid in the final quarter of 1920. The road lists 18 classes of employees.

The following table shows a few of these classes, the wages paid, by the day (d) or hour (h) in 1916 and in 1920, the income and percentage of increase:

	1916	1920	P.C.
General officers	\$10.00	\$10.75	7.5
Division officers	\$12.00	\$12.75	6.25
Section foremen	\$15.00	\$15.75	5.0
Locomotives	\$18.00	\$18.75	4.2
Blacksmiths	\$20.00	\$20.75	3.8
Trainmen	\$22.00	\$22.75	3.4
Electricians	\$24.00	\$24.75	3.1
Yardmen	\$26.00	\$26.75	2.9
Engineers	\$28.00	\$28.75	2.7
Locomotive engineers	\$30.00	\$30.75	2.5
Locomotive engineers	\$32.00	\$32.75	2.3
Locomotive engineers	\$34.00	\$34.75	2.1
Locomotive engineers	\$36.00	\$36.75	2.1
Locomotive engineers	\$38.00	\$38.75	2.0
Locomotive engineers	\$40.00	\$40.75	1.9
Locomotive engineers	\$42.00	\$42.75	1.8
Locomotive engineers	\$44.00	\$44.75	1.7
Locomotive engineers	\$46.00	\$46.75	1.6
Locomotive engineers	\$48.00	\$48.75	1.5
Locomotive engineers	\$50.00	\$50.75	1.5
Locomotive engineers	\$52.00	\$52.75	1.4
Locomotive engineers	\$54.00	\$54.75	1.3
Locomotive engineers	\$56.00	\$56.75	1.3
Locomotive engineers	\$58.00	\$58.75	1.2
Locomotive engineers	\$60.00	\$60.75	1.2
Locomotive engineers	\$62.00	\$62.75	1.1
Locomotive engineers	\$64.00	\$64.75	1.1
Locomotive engineers	\$66.00	\$66.75	1.0
Locomotive engineers	\$68.00	\$68.75	1.0
Locomotive engineers	\$70.00	\$70.75	1.0
Locomotive engineers	\$72.00	\$72.75	1.0
Locomotive engineers	\$74.00	\$74.75	1.0
Locomotive engineers	\$76.00	\$76.75	1.0
Locomotive engineers	\$78.00	\$78.75	1.0
Locomotive engineers	\$80.00	\$80.75	1.0
Locomotive engineers	\$82.00	\$82.75	1.0
Locomotive engineers	\$84.00	\$84.75	1.0
Locomotive engineers	\$86.00	\$86.75	1.0
Locomotive engineers	\$88.00	\$88.75	1.0
Locomotive engineers	\$90.00	\$90.75	1.0
Locomotive engineers	\$92.00	\$92.75	1.0
Locomotive engineers	\$94.00	\$94.75	1.0
Locomotive engineers	\$96.00	\$96.75	1.0
Locomotive engineers	\$98.00	\$98.75	1.0
Locomotive engineers	\$100.00	\$100.75	1.0

C. L. Enke, acting vice-president of the Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, issued a conference with the general officers of the railroad yesterday. Enke said that the order was based on a communication from the Grand Lodge of the Brotherhood. Kennedy, he said, had a following of some 25 per cent. of the men employed on the system, and the brotherhood wanted to control the entire personnel in order that it can deal effectively with the conditions now confronted.

"The general organizers," says a statement issued by Enke, "will take effective steps to prevent any defections from the ranks of the brotherhood, and will put down all opposition to the brotherhood on the Pennsylvania system. Such action is necessary to meet properly the emergency created by the general wage reduction proposals of the railroad."

The Pennsylvania Railroad in a statement made public yesterday said that from October to February inclusive the average number of freight cars despatched daily on its lines dropped more than 20 per cent, as detailed as follows: October, 142,074; November, 130,999; December, 130,677; January, 129,213; February, 128,332.

More than one-third of the freight car equipment owned by the Pennsylvania Railroad is idle. On February 28, 89,258 idle freight cars were on the Pennsylvania system, and in January 1921, 89,258 idle freight cars in good order piled up since December: December, 15, 14,065; January 31, 30,680; February 15, 42,214; March 1, 56,552; February 15, 73,790; February 28, 89,258.

Latest reports show 892,550 idle freight cars in the country.

HIGH FREIGHT BLAMED
FOR HOUSE SHORTAGECalder Inquiry Finds It Is 66
Per Cent. of Cost.

Special Dispatch to The New York Herald Tribune, New York, March 20.—The report which the committee, headed by Senator Calder (N. Y.), will make on housing conditions in the United States, will urge a reduction on freight rates on lumber from the western coast to New York as one means of saving the housing famine.

According to figures of the Department of Agriculture, for every dollar expended for lumber in New York, at least 66 cents is absorbed by freight rates. The result is a slowing up in building while the roads are not getting sufficient traffic to meet their needs.

The Western roads have already undertaken a voluntary reduction of 32 per cent. on board feet on lumber from the Pacific coast to New York City and Eastern points.

Refusal of Eastern roads to meet this reduction, it is understood, is costing the people of New York approximately \$2,215,000, this sum representing what would be saved on building material if the reduction should be made. According to the same estimate, New York, New Jersey and the New England States would save about \$2,000,000, while building activities, it is believed, would be greatly increased.

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B. & O. Sunday Service
Curtailed for EconomySpecial Dispatch to The New York
Herald.

BALTIMORE, March 20.—The Baltimore and Ohio and Western Maryland railroads are curtailing on Sunday work as much as possible as a part of their respective programmes for economy and reduction of overhead expenses. The Baltimore and Ohio has eliminated Sunday service, with the exception of scheduled passenger trains and fast through freight trains. There has been no loading or assembling of trains at any point on the system on Sundays and shops have been closed at all points except for emergency jobs.

BOTH SIDES READY
FOR WAGE PARLEYRepresentatives of Packers
and Union in Washington
for Conference To-day.

WASHINGTON, March 20.—Representatives of the five big packers and of their union employees concluded preparations to-night for to-morrow's conference with Secretary Davis, who at the direction of President Harding, and with the assistance of Secretaries Hoover and Wallace, will attempt to mediate in the controversy arising from the decision of the packers to reduce wages and alter working conditions.

Dennis Lane, secretary of the Amalgamated Order of Meat Cutters and Butchers Workers of North America, and R. S. Brennan, attorney for the order, who will represent the employees in the conference, arrived in Washington during the day, and to-night conferred with Samuel Gompers and Frank Morrison, president and secretary, respectively, of the American Federation of Labor.

President Gompers on entering into conference announced that the employees would have the moral support of the American Federation of Labor in their attempt, as the labor leader said, to compel the packers to observe the working agreement concluded during the war.

Labor officials generally attached considerable importance to the outcome of the conference, for the result, it was said, might set a precedent for settling all of the many controversies involving discontinuance or abrogation of war time agreements as to wages and working conditions.

Mr. Lane conveyed to President Gompers and Secretary Morrison the decision of the organized employees in the meat packing industry to go on strike, if necessary, to assist the meat cutters and butchers union in obtaining from the packers continuation of the war time agreements.

HERO GASSED TO DEATH
IN HIS BROTHER'S HOMEOne of First Fight Division
Is a Suicide in Brooklyn.

Joseph J. Marino, 22 years old, who was among "the first to fight" in the world war, committed suicide yesterday morning at his home, 294 Baltic street, Brooklyn. "Gassed in the world war—Mind affected," read the police record.

Marino went to France with Company B, First Engineers, First Division, about the time that Gen. Pershing crossed the Meuse at Chateau-Thierry and a month was awarded to him for his bravery. He was in the service about two years.

After his discharge from the army he made his home with his brother, Dr. Anthony Marino, at the Baltic street address. It was Dr. Marino who, smelling gas, traced it to his brother's room. A cap that has been fastened on an unused gas pipe was found.

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WARFIELD HAS PLAN
TO SAVE RAILROADS

Continued from First Page.

agency, first, to purchase cars and other equipment to the roads on an economical basis and without profit and, second, as a means of coordinating facilities and service.

Excess Earnings for Equipment.
Under the new plan the excess earnings created under the transportation act are to be utilized in connection with the sale of trust certificates of the National Railway Service. They will provide for the purchase of equipment and freight cars. The service, moreover, will lease equipment to the roads to meet essential requirements. Thus it will be used at different times on different roads.

In this connection the statement says: "The savings in this method of handling equipment would be very great. The rental cost to the roads and railroad rates correspondingly lowered."

Congress is asked, in the statement, to provide that should a carrier default after purchasing equipment, the receiver shall carry out the contract and continue payments as a first charge against operations.

"This will place the equipment obligation of the National Railway Service on an investment basis and assure of money on especially favorable terms," continues the statement. "The great problem of American transportation has been to find the means to coordinate the natural advantages of individual railroad management and operation without destroying initiative and incentive."

And then it goes on to explain that while certain consolidations of roads are necessary, an emergency now exists without of the National Railway Service can be derived from merely great physical consolidations of properties. Coordination of the facilities and service of the existing railroads and systems is what is needed.

Relief for Short Lines.
The statement, discusses, under the heading "Relief for Short Lines," how such lines would be benefited. In addition to securing equipment under lease, it is explained, shop expenses would be saved, the connecting lines taking care of the repairs.

Present methods in transportation are taken up at great length and then the statement continues: "Before a decision is reached in respect to the suggestion herein contained,

which means the solution of the greatest remaining transportation problem yet unsolved, it becomes necessary for Congress to consider the conditions under which the transportation system is now required to function, as a whole—what have been and are at present the methods employed. Two methods have thus far been available.

"1. The voluntary action of an association composed of railroad executives, each representing distinctly conflicting interests, which has been tried; the results speak for themselves. In the nature of things voluntary action must fail in the effort to deal with the inherent complexity and difficulties of transportation in its national aspect. Prior consideration has been and must necessarily be given to the interests of the individual railroads by those who represent them, and individual points of view which are not consistent with the broader interests of the public have always controlled and must continue to control.

"2. The other method is through the enactment or extension of the regulatory powers of the Interstate Commerce Commission—the Government authority—into those of operations, now properly employed as emergency power. The extension of these powers, made permanent, would mean Government operation."

Only One Feasible Plan.
The latter method, it is shown, is inconsistent with the continuation of initiative and eventually of private operation. In this connection it is stated that it throws upon the commission the responsibility of operation, a burden which that body would prefer not to have. Then it states candidly that the first named method is the only means at hand at present to produce the desired results.

The statement goes on to prove that a crisis exists culminating from a combination of conditions, including what is termed the demoralized service resulting from Federal control and the drop in railroad revenue due to fall in prices of commodities.

In conclusion, Mr. Warfield says that the questions involved require prompt action. He points out that the roads must recognize that only drastic action on their part will save them from being "swallowed up in the demoralized condition that Government operation and after-war readjustment has brought upon them and then says:

"The situation must well be seriously considered by the executives of the railroads. The questions now at issue are not how much authority can continue to be exercised by a railroad executive; not how far a railroad can hold on to the single use of a terminal or other facility that by joint use would institute a saving and its policy to save all, but whether the railroads will recognize that the crisis has been reached which will decide the fate of private ownership and operation, and that all must submit to

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a readjustment of methods which few would desire could it be avoided. "This is the situation we face. It cannot be ignored. The employees should bear their part in meeting the present emergency; the railroads should bear theirs through advanced methods of economy."

STRIKES SUBWAY GUARD.
Law Student Who Says Wife Was
Crowded Is Arrested.

Jerome Ambros, a law student, living in 240 Hilmor street, Brooklyn, was taken to the West Forty-seventh street police station last night charged with assault after a mixup with an Interborough guard on the shuttle platform of the Times Square station. Train service over the shuttle was delayed several minutes because of the argument.

Joseph Johnson, the guard, who brought the complaint, said that while he was trying to handle an unusually large crowd about 7:30 last evening, Ambros complained that his wife was being crowded and struck him.

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